DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

The steamer Corona will be ready for business early next week.

The mud scow, being built by the Cleveland drydock company, will be launched today.

The Cleveland Shipbuilding company is making a wheel 12 feet 3 inches by 15 feet for the steamer M. B. Grover.

The new steel steamer Northern Light has just made the run from Sault ste. Marie to Detroit in 27 hours and ten minutes—the fastest time on record.

Mr. R. Wallace has put in a cyclone planer and gear cutter, which does the work of five men, in the machine shop of the Cleveland Shipbuilding company.

The barge Amaranth, without a rating at the opening of navigation, is given B1½; McDougall's "What is it?" One Hundred and One, is disposed of with A1 and $40,000.

Mr. Wm. H. Radcliffe and his son L. C. Radcliffe will join the exodus of shipbuilders from this port, to Europe this summer, having engaged passage in the steamship Umbria, which will sail from New York the 21th inst. We wish them a good passage and a very pleasant time during their three months visit abroad.

The Cleveland drydock company have during the past week been working on the tug John Gregory repairing her wheel; the schooner Geo. B. Merril calking butts and repairs to her stern bearings. They are now working on the steamer John Glidden putting in about 150 feet of new garboard strake.

Captain Bob McNiff & Son, of Marine City, who have been spending a week or two here returned home last Monday taking with them the steamyacht Scotia, owned by Captain James Corrigan of this city. Captain Bob will utilize her in his business caring for the range lights at Southeast bend, and for fishing parties, and summer excursions around the Flats.

The new drydock is progressing finely. Messrs. Smith Bros., who are doing the work, are putting up electric lights and will keep two gangs of men on the work, pushing it night and day as rapidly as possible. Thus far everything has been favorable for success. They have had no trouble with quick sand nor water more than might be looked for under the best of circumstances.

The tug American Eagle, Captain E. Dahlke owner and master, has returned to this port after several weeks or months of towing at Toledo. In coming back to Cleveland she enters the new tug line at this port, known as the Independent or White Stack or lately said to be the Big Four line. The latter name is reported as being due to the fact of its being made up largely of the four large tugs John Gregory, W. D. Cushing, American Eagle, and Allie May, Messrs. Anderson and Creech managers.

Captain Simon Langell, the well known shipbuilder of St. Clair, Mich., has been spending a few days in the city. He came to this port last week aboard the new boat just sent out from his yard, the Fontana, which this season will tow as consort to the steambarge Kalyuga. We do not hesitate to say the Fontana is one of the neatest finished wooden boats ever put afloat on fresh water. She is all ready for machinery and probably another year will be converted into a steambarge. We congratulate Captain Langell, as a builder of wooden boats.

When Captain Mallory, of the steamer V. H. Ketcham, arrived with his vessel at this port last trip he was in such condition of ill health that he felt compelled to give up sailing for a few days. He retired to his home on Franklin avenue, where he will make an effort to recover his health while the Ketcham makes a trip to Lake Superior and return. It was necessary that the boat be kept moving and owners were urgent that Captain C. E. Benham, who is also owner, should take command of the craft while she makes at least a voyage to Ashland. The sense of duty was made apparent and Captain Benham, left with the steamer Saturday morning at 9 o'clock.

The Cleveland board of lumber dealers has not held a meeting for several weeks. Trade is good, however, and it is said that the prices for the past two months are well maintained. Lumber is coming forward almost as rapidly as at this time last year, and there is no trouble from light stock in any line. Lake freight rates remain at the figures which marked the opening of the season, and there are no signs of a change.

Meteorological summary for the week ending July 11, 1888:

Mean actual barometer	29 98
Mean temperature	72.7
Mean humidity	71.6
Total precipitation	.10
Prevailing direction of wind	West.
Total wind movement	993
Av. cloudiness	6 7
Av. state of weather	Fair.
Max. temperature, highest	88.0
Min temperature, lowest	59.8

F. S. ROTHACKER, Obs. Signal Corps, U. S. A.

The Cleveland Shipbuilding Co. have their second boat nearly finished. She will be launched Saturday, July 28th and her name will be Scranton. The work on the car ferry for the Michigan Central is progressing very rapidly. The company have good facilities for doing rapid work. Last Thursday afternoon they received an order for a boiler 6 by 12, for the automatic refrigorator company and Saturday evening it was finished. The time occupied in doing the work was two days and four hours. They have just finished a wheel 12 feet 3 inches diameter and 15 feet pitch for the steamer Christ Grover.

Supplement No. 3 of the Inland Lloyds is out under date of July 1. She new steamship Corona, of the M. T. line, is given an A1* rating, with a valuation of $225,000. A correction is made in the case of the propeller Flint and Pere Marquette No. 3, the rating of which was misprinted in supplement of June 1. She is A1* instead of A2. The steamer M. C. Neff, lately launched, goes in under classification A1*. The Oswegatchie, built at Ogdensburg in 1867, and which was heretofore thought to be unsound, imperfect, impaired, weak and worn out under the 00 heading, bobs up to B1½ with a valuation of $10,000. The Susan E. Peck receives no rating, nor does the Saginaw Valley. The valuation of the former is given at $100,000, the latter at $75,000. Hawgood & Avery's new Servia, launched at West Bay City this spring, sports an A1*, with a valuation of $110,000. The 325 ton Bobert C. Wente is also thus favored, although her value is given as only $40,000. The Gordon Campbell jumps from A2 to A1½, and her valuation from $52,000 to $65,000. Among the schooners quite a change has taken place. The M. P. Barkalow advances from B1 to A2½, the Fleetwing from B1½ to B1, the Peoria from B2 to B1½, and the Sweetheart from A2½ to A2.

The steambarge Cumberland, burned at Fairport Saturday, July 7th, arrived at this port Monday afternoon in tow of the river tug Oswego. She is badly burned, all her upper works, ceiling, shelf pices and lining aft of her mizzen mast are gone, and her engines are ruined. The cause of the fire is unknown, it was first discovered in the wash room and by that time had gained so much headway they were unable to extinguish it, before much damage was done. Captain Bell speaks very highly of the life saving crew at Fairport through whose timely effort, and assistance, what there is of the vessel, was saved. The damage to the boat and machinery will exceed $40,000 and it is supposed her boilers are not injured. Captain Wm. Radcliffe will do the work rebuilding her, which will be begun at once, and the work will be pushed as rapidly as possible, her machinery will be taken out of her, and she will until next season be used as a consort to some steambarge, during the winter she will receive new engines and by another spring will be thoroughly repaired and in as good condition as before the fire. It is estimated that it will cost $10,000 or $12,000 to put her in seaworthy condition for the fall trade. The Cumberland was built by the Quayles at this port in 1881, and was valued at $100,000. The most intimate friends of Captain Gilchrist give it as their opinion that the vessel is fully insured.

At Wm. Radcliffe's yard in the old river bed they are doing some work on the Catamaran, recently purchased and brought here by the Corrigan Bros. It is expected when she is ready for sea, she will develope some speed. She ought to, for following the natural order of things two boats ought to sail faster than one.

MILWAUKEE.

Special to the Marine Record.

Marine news of interest continues very scarce. There is absolutely nothing of interest transpiring.

We had the Chemung in port over the fourth and she was visited by quite a number of not only marine men but by outsiders as well. These boats are large and develop great speed, but it seems the results obtained do not warrant the increased cost. I am told they can't be loaded to their full capacity and according to reports they do not make any better time than some of the other new metal boats turned out within the year at a much less cost.

The coal receipts I understand have been very near to 400,000 tons, or an increase of 100,000 tons over last year in the same time, which attests to the fact that Milwaukee is getting to be quite a distributing point.

The Northwestern Fuel company is building a large addition to their lower docks which will give them 800 feet of frontage and increase their hoister by nine.

Besides the above I notice quite a number of other new docks going up. Well, the more the merrier.

The Waverly is in dock for a new Sheriff's wheel.

I see that every new boat that has come out this year has beat the record somewhere. When will it stop?

The engine of the C. I. Peck steamer having been got in order, the boat was this afternoon put over the Yacht Club 2-mile course, as nearly as could be determined. The time made was 9 minutes, 50 seconds. To cover any uncertainty regarding the precise measurement the start was made somewhat beyond where the stake is supposed to belong and the run was made to a point opposite the Draper hall pavilion. It may certainly be predicted that the little boat is capable of making 12 miles an hour easily. The increased speed is due entirely to the new wheel invented by Mr. Bangs, and which has been subjected to such successful tests upon some of the large lake propellers. Other steamers upon the lake will probably seek to obtain the advantage of this new instrument for obtaining speed. Representatives of the Racine machine company, where the kerosene steamers are manufactured, were aboard and gave the engine proper attention for the trial.

The steamer Inter-Ocean, coal laden, left Buffalo for this port early last week, and when twenty miles out met the steamer Cambria heading toward Buffalo to load. The Inter-Ocean jogged right along toward Milwaukee without encountering the slightest delay anywhere, and yet the Cambria, although she left Buffalo nearly twenty-four hours behind, passed her at the lower end of Lake Michigan, and arrived here three hours ahead. As both steamers were consigned to the same dock with the same kind of coal, and only one could be unloaded at a time, the Inter-Ocean had to wait until the Cambria got through before she could go under the hoisting derricks. The above instance affords a fair illustration of the advantage of power and speed, even though the consumption of fuel may be a trifle greater. Many builders of steam vessels make the mistake of putting small power in large hulls. The result is that their vessels are invariably at the tail end of fleets, and consequently subject to many annoying delays in port, while at the same time they occupy fully one day more than steamers provided with a proper proportion of power in making the run through the lakes. J.

Wolt & Davidson have laid the keel of a new steamer at their yard in Milwaukee. She is practically on the same model as the Business and will be built to carry 1,400 tons. She will be for sale.

DETROIT.

Special to the Marine Record.

Thomas McGregor is building a boiler 3 by 6 feet, to be placed on a steam yacht to run on Orchard lake; two sulphite boilers for paper mills at Port Huron, 13 feet 2 inches by 40 feet, of ¾ inch steel; four stationary boilers of 100 horse power each for the Michigan Sulphite company; one to be placed in the Russell house of 125 horse power, and one for the Monroe Manufacturing company of 100 horse power.

Mrs. Thomas Quayle, wife of Cleveland's popular shipbuilder, arrived in the city Tuesday morning on the steamer City of Cleveland to visit friends at this port.

The fine new passenger steamer F. & P. M. No. 4 is about completed and will be launched on Saturday, the 14th inst., from the ways at the Detroit Drydock company. The bows of No. 4 are well rounded up so that she is enabled to run up on a field of ice and crush it by her own weight. The new steamer is well constructed of the best material, and will doubtless prove a success in her line of business as a passenger and package freight carrier. Her dimensions are 203 feet over all, 31 feet beam, 13 feet moulded depth. The machinery is triple expansion 15, 21 and 37 by 36 inch stroke and the boilers are Scotch type, allowed 172 pounds of steam to the square inch. Both engine and boilers were built by the Detroit Drydock Engine works. The new steamer will have accommodation for 200 passengers and will be in command of the popular, Captain John Duddleson; mate, L. McIntosh; engineer, J. Collins; clerk, A. L. Patriarch; steward, James Magner. The F. & P. M. side keelsons and bottom are extra strong, covered from main wail to below the turn of the bilges with heavy steel plating. The houses are on deck and will accommodate the entire crew. The engineer's crew's apartments are close and convenient. This new steamer will ply between Ludington and Milwaukee in the passenger trade and No's. 1 and 2 will engage in the salt trade between Ludington, Manistee, Chicago and South Chicogo and other ports. The business of the line is growing and the four steamers will have all they can do. During the year previous to 1887 two boats were found sufficient to do all the work demanded, but it is different today, and it will require the united efforts of four to fill the bill. The F. & P. M. No. 4 has all modern improvements, including Providence windlass and capstan. The carpenter and joiner work was done by the Detroit Drydock company, the steam fitting and the railing by the Detroit sheet metal works. She has an apparatus for hoisting which will take 1,500 to 2,000 barrels of flour per hour from each side. The fitting and furnishing of the new steamer has been done with a view to convenience and everything entering into the details of a vessel has been thought of. Her cost is about $150,000, and she will be ready to take her place in the line in about ten days, with Captain John Duddleson in command. The fleet of the F. & P. M. railroad now consists of four vessels, viz: No. 1, Captain B. Mills; No. 2, Captain Joseph Russell; No. 3, Captain John Stewart; No. 4, Captain John Duddleson.

Oades & Son are building a scow 152 feet over all, 138 feet keel, 30 feet beam, and 9 feet depth of hold. She will have 12 inch dead rise and the timber moulded on the bottom is 12 by 16 inch. The sides, edge bolted, are of five inch oak. The bottom timber is moulded out of six inch flitch twelve inches deep; the bilges are twelve inches square, edge bolted top and bottom. The center gunwale from the bottom of the deck is of seven inch stuff, and the sides of five inch stuff. She will serve as a tow barge and carry merchandise from Marquette to the Sault, and has two cranes to handle heavy weight.

At Clark's drydock the scow Amelia had her bottom calked. HOP.

ASHTABULA HARBOR.

Special to the Marine Record.

The glorious fourth passed off at this port without accident or hitch in the proceedings. The display of bunting in our harbor was fine indeed.

We had the pleasure of meeting R. Bailey, our former townsman, here last week, now a ship contractor of Cleveland. He expressed considerable surprise at the growth of our harbor since he left, and seemed to think from the general appearance that the outlook for the place is bright.

One of the three leg coal hoists on the C. & P. docks tripped her north anchor and the whole rig went beautifully to grass. Nobody hurt.

Your correspondent noticed some good diving by Mr. Wm. Buchanan, a sailor, off the Guiding Star, he taking a bowline and going down in sixteen feet of water, and placing the bight around a sunken coal bucket.

The H. D. Alverson mourns the loss of her figurehead, caused by too close contact with a tow line.

The propeller Oswagatchie and consort load coal for Portage.

The schooner David Dows gets 40 feet of new stringer under her main rail.

The propeller Onoko takes coal for Duluth.

As the propeller Susan E. Peck was coming up the river on the 4th inst., and no doubt thinking it bad policy to pass the day without some kind of celebration, she challenged the west pontoon of our old swing bridge to mortal combat. Pontoon knocked about ten feet out of time. No arrests.

The propeller Supertor loads coal at Erie and calls at Ashtabula for consort.

Sir S. L. Tilly and consorts load coal for Port Williams.

Through the courtesy of Captain Cotton, of steamer Britannic, I was enabled to ascertain more fully the amount of damage she sustained in collision with the J. I. Case, and also to note some points in finish and outfit. I find 13 stanchions broken on port side amidships, about 40 feet of main rail and stringer spoilt, the port corner of her cabin is fairly demolished, the hurricane deck cut into about 12 feet, the supports badly broken and twisted, and foreboom broken. She is finished in ash and pine, varnished, and compares favorably with any vessel I ever examined. Her table has an entire fit-out of silverware with the steamer's name engraved thereon. Herself and consort Woolson load coal for Lake Superior.

Propeller Minneapolis and consort load coal for Duluth.

Propeller Superior gets new fore topmast and steamer Ranney new foreboom.

F. L. T.

OTTAWA.

Mr. William Smith, Deputy Minister of Marine, and Major Anderson, Chief Engineer of the Marine Department left Monday for the west. They go to inspect the proposed improvements in the buoy and lighting service in the Detroit river between Amhersburg and Lime Kiln crossing near Detroit. They will be absent several days.

PORT HURON.

Dunford & Alverson, shipbuilders, of this city, will build one of the largest dry docks on the lakes. Property with water front of 2,000 feet has been purchased below the city from the Sanborn estate. The dimensions of the dock are 400 feet long, 80 feet wide on top, 60 feet on bottom, 22 feet deep. Carkin Stickney & Cram will send an engineer here shortly to look over the location and examine the bottom, then the work of digging will commence. The cost of the dock will be about $100,000.

THE MECOSTA.

Special to the Marine Record.

CHICAGO, July 9.

The splendid new steamship Mecosta recently built at F. W. Wheeler's shipyard, West Bay City, for David Whitney, Jr., Detroit, arrived at this port on her first visit Monday evening with 2,300 tons of coal from Buffalo in command of Captain W. H. Hutcheson, William Smith first mate, D. A. Black first engineer, Robert Morrison second engineer. She is 300 feet in length over all, 40 feet breadth of beam, 23 feet depth of hold. Her triple expansion engine 19, 32 and 52 by40 and two Scotch type boilers 10x11 each were built by the Detroit Drydock Engine Works. She has the American Ship Windlass Company's steam windlasses and capstans and Williamson Brothers' steam steerer. Her cabins and officers' quarters are superbly finished and furnished, and she is provided with all the most modern improved conveniences for use and comfort for her officers and crew. She is one of the finest and most complete wooden steamships afloat on our lakes and as speedy as most of them.

The Mecosta going up the river in tow of the tug Crawford Monday evening, just after entering the Odgen Canal, sheered around and collided with the steamship Jesse H. Farwell, unloading coal at the North Side Gas Works, and badly damaged the stern of the latter, it was unfortunate for the Mecosta to get so near her dock, which was only one length ahead of the Farwell, and then to get into trouble on her first entry into Chicago. Captain Hutcheson attributes the accident to the bad dredging of the river in that locality, some portion of the river having been dredged and a shoal left opposite one of the docks near where the collision occurred, and which caused his steamship to sheer so badly.

W.

PHŒNIX IRON WORKS

Are located on Fourth and Union Streets Port Huron, Mich., where they are engaged in the manufacture of steam engines, boilers, and almost every description of steamboat and mill machinery. These works were first established in 1858. At the above location. Suitable brick buildings three in number are occupied, two of which are three stories in hight, and 110x100; and one 100x100 feet in size and built substantially of brick. The buildings throughout are supplied with all necessary requirements, including machinery and other appliances for the prosecution of the business, while upwards of 100 skilled hands are constantly employed. The products of the establishment, comprising a superior class of steamboat and mill machinery, also engines and boilers of every description, are manufactured by these works in large quantities and shipped to all parts of the United States. A specialty of the business at present is in manufacturing marine boilers and engines all complete, and which are in active demand in many parts of the country. The company have at present in process of construction two of these marine boilers and engines all complete with full equipment of machinery. They also manufacture a fine line of mill work. The two marine engines which are now being built by the company, are very large, one of them reaching to the height of 26 feet nine inches when completed, and is called the steeple compound. The other is of enormous size, and is a fore and aft. compound engine, and built expressly for Messrs. Holland and Pringle of Marine City. The steeple compound engine however is being made for the T. & S. T. Co. Toledo Ohio, and is one of the largest of its kind in use. The aggregate weight of the above named fore and aft. compound when completed will exceed 300 tons. These engines will be fitted with all modern improvements and supplied with steam reverse gear, and will be unexcelled in point of adaptability and usefulness. The company have also manufactured much of their own machinery which they are at present operating. The members of the company controlling these works are Messrs. Wm. S. & O. L. Jenks, who are the exclusive owners and managers. Their facilities for conducting the above business in all its branches are unexcelled, and they have under their control one of the largest establishments in this line doing business in eastern Michigan.

RELICS OF 1812.

Doubtless many who live in Clayton or its immediate vicinity, have noticed many times, as they passed up and down Water street, the keel, a part of the bow, stem and some of the ribs of a rather ancient looking craft lying near the shore just above A. Bain's boat livery, but how few there are who know whence it came or for what purpose it was built. Thinking perhaps the history of this vessel might be of interest, we have been led to make inquiries regarding it, and the following has been learned of it:

There are, in fact two hulks, one partly and the other entirely covered with water lying in the upper bay. These vessels were built in England as men-of-war ships, and were full rigged brigs. The one lying on the shore was named Superior. She was a vessel of about 350 tons burden, was bought from the British, and spent the later years of her usefulness in the timber trade, under the command of Captain Thomas Donohue. She was condemned and dismasted about the year 1846, and finally sank near where she now lies. The ice and waves have probably been the means of moving her where she now is.

The other vessel, named the Zylph, was also a powerful man-of-war vessel. She was captured by the Americans near Sacketts Harbor during the war of 1812, and was brought here to go into the timber trade, but she was found to be rather too full of cannon-ball holes to be considered safe on the lakes, so she was sunk and made the foundation of a pier, that is now below the water near Strough & Brooks' mill.

Still another old wreck of almost the same date of antiquity is to be found sunk near Washington Island. She was an old English man-of-war Addison Clipper, and probably was the largest brig to be found in her day. She was purchased of the British by Captain W. G. Marshall and E. G. Merrick about the year 1833-4 and put into the timber trade under the command of the former, who was the father of Captain S. J. Marshall, now a resident of Clayton. The Clipper was a full-rigged brig, was about 550 tons burden, and drew eighteen feet of water when loaded.

A LAKE LIAR.

Down on the docks the other day they were talking about a schooner which had been struck by lightning on Lake Erie, when the reporter singled out an old bald head and said:—

"Captain H——, it seems to me I've read or heard of your brig being struck."

"Yes she was," answered the old fabricator, after taking time to outline the lie he was to tell.

"Where was it?"

"Off Point Aux Barques about fifteen year ago. Very strange case that. Probably the only one of the kind ever heard of."

"Give us the paticulars."

"Well, we were jogging along down when a thunder storm overtook us, and the very first flash of lightning struck the deck amidships and bored a hole as big as my leg right down through the bottom of the vessel."

"And she foundered, of course?"

"No, sir. The water began rushing in, and she would have foundered, but there came a second flash and a bolt struck my fore-to'-gallant-mast. It was cut off near the cap, turned bottom end up, and as it came down it entered the hole and plugged it up as tight as a drum. When we got to the drydock we simply sawed off either end and left the plug in the planks."

"Did you ever swear to that, captain?"

"I did, but it was before a notary who afterwards went crazy, and I have never been quite satisfied. Is there a notary here among us?"

There was none, and while the reporter was out looking for an official of that sort, the old liar took a drink and scattered for the day.—*Detroit Free Press.*

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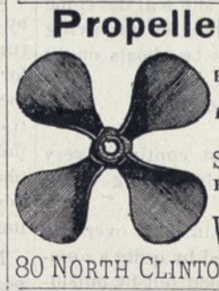
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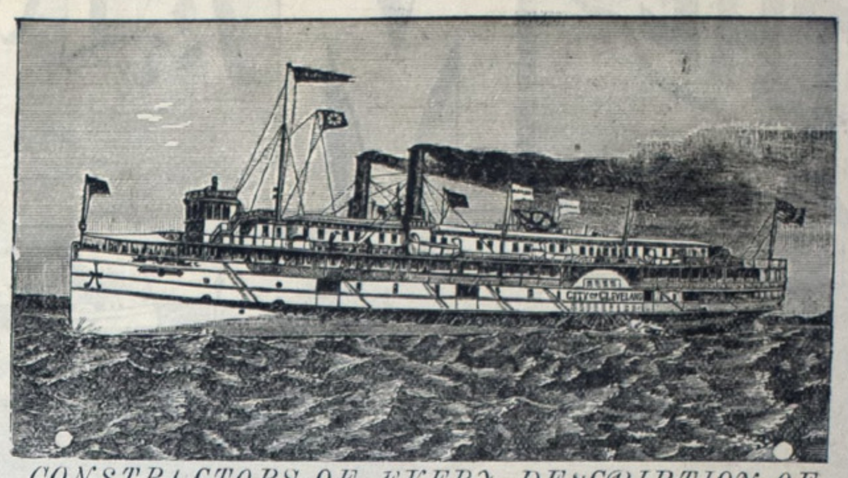
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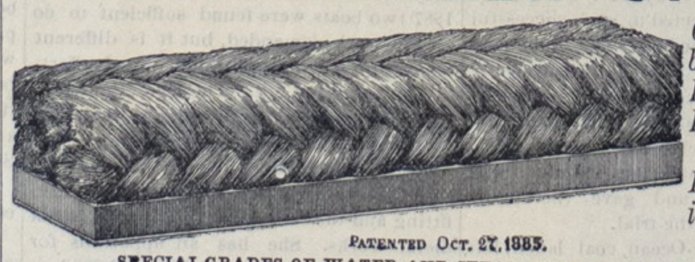
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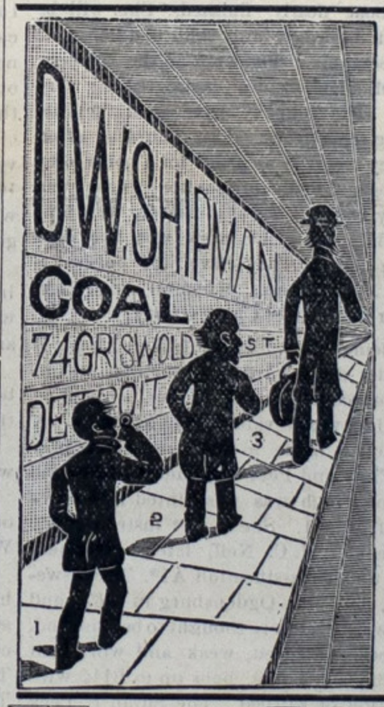

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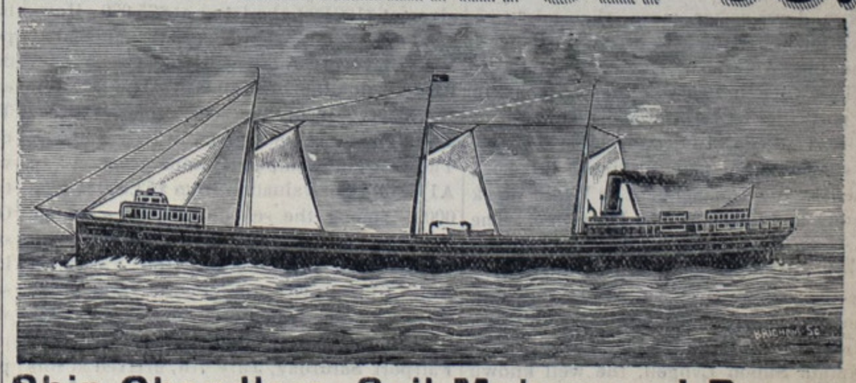
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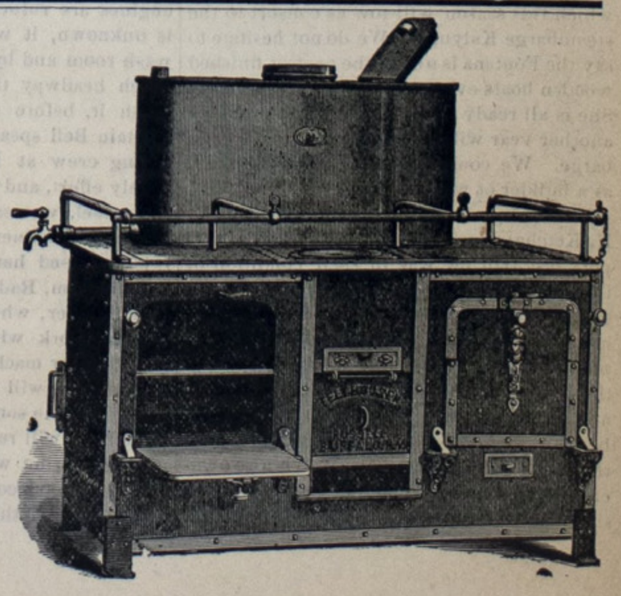

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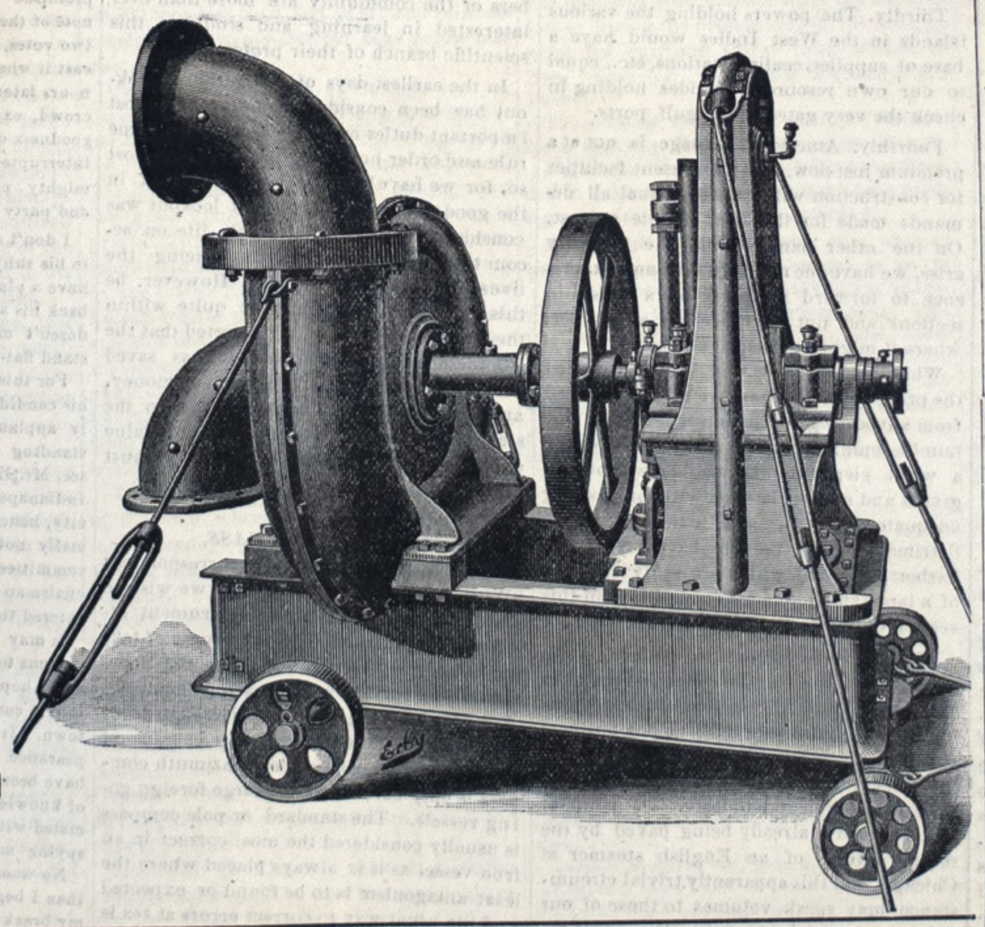

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Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

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CLEVELAND, O., THURSDAY, JULY 12.

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MARINE RECORD—OFFICIAL PAPER.

THE WESTERN SHIP CANAL.

To the Editor of the Marine Record:

I am sorry to see any lake paper decrying the Hennepin canal, or other ship waterway, to connect our waters with the Mississippi river and the Gulf of Mexico. But the last papers to take up the silly eastern cry against the statesmanship of Senator Allison, in favoring the great improvement in question, should be those published in Cleveland, Ohio. It is a mistake of Senator Sherman to oppose appropriations for this grand national work, but we may excuse him, since he is not to be president, and will not be able to veto the building of the proposed canal.

With a ship canal, such as intended, Cleveland might build ocean and naval steamers, just as well as Philadelphia or Baltimore, Wilmington or New Orleans. The ship owners of these lakes, as well as the builders, would have the whole world opened to them for their enterprise and industry. This lake region has all the materials of the best kind; all the labor and skill of the best quality, and the experience and capital to enter upon the restoration of the marine in the foreign trade, whenever the government shall do its duty in giving protection to its employment—what is wanting is the canal by which our vessels may be navigated to the sea. Build the requisite channel-way, and at once the entire shipbuilding facilities, and navigating power of these inland states become available to the government in time of war. Because we are now cooped up upon our native seas is no reason why all our energies should remain confined to them forever. The oceans around the globe are ours, and we should demand the means of getting out and redeeming them to the glory of the republic. With some people it is all right to build and maintain harbors and lighthouses around our coasts, for foreign shipping, but all wrong to expend a cent for the advantage of our own people, or our own country. Out upon such rot. It is to be hoped that broader minds than these are to guide and rule this favored land of ours in the good times coming. Truly yours,

WM. W. BATES.

We see in the above a certain political bias that argues ill for the conscientious discharge of large and important national undertakings, while at the same time we repudiate any desire or attempt to narrow the limits of marine legislation, and we at all times heartily endorse any and all measures tending to the advancement of the marine interests of the country.

We have frequently advocated in these columns the inestimable benefits to be derived from the deliberations of a properly constituted marine advisory board, whose duty it would be to furnish reports, and particulars pro and con of all sections where marine legislation was found to be necessary in order to enhance our national resources. The distinctive feature of this united and wealthy republic is at variance with any one man power, and consequently the fact that Senator Allison is personally in favor of the Hennepin canal scheme does not vouch for its future utility or serve as a guarantee for the immense financial outlay involved.

Certain it is that the so-called great improvement is chimerical and mythical in the eyes of some of our eminent statesmen; in any case the canal scheme ought not to be so persistently tacked on to the river and harbor bill, and we question the technical knowledge and wisdom of legislators who would consent to hasten the passage of a bill or grant for any purpose whatever, until the ultimate success of such measure has demonstrated, and proved to be a present and lasting benefit to the country at large. Even at the risk of a repetition we may again assert that it is our firm belief that such an impression can not be obtained after a careful study of the proposed Hennepin canal

In the first place, providing the canal was cut and opened even at a stupendous cost to the country, it would be found that we had only entered on the preliminary stages of the difficulties to be overcome, and the clearing of obstructions to render the navigation of the Mississippi tolerably safe for a large naval vessel would entail an enormous outlay, such as only the late Captain Eads could appreciate, besides the water from the canal would probably affect the present channels and form sand bars in unexpected places. Even at the present time snagboats are appointed to each district for the purpose of keeping the waters navigable for only a few months of the year, and when the ice and the spring freshets rush along their puny efforts are useless. In the middle of summer shoal water is found and the fall freshets are only less dangerous on account of there being no ice to contend with, while during the winter months transportation by water would be entirely suspended on the upper Mississippi on account of ice. The fact is generally known that millions of dollars have been spent and sunk in the so-called improvements on the Mississippi, and there is plenty of room for as much more to be expended, with probably little or no benefit to the nation at large.

Secondly. A belligerent power could easily obstruct or blockade the mouth of the Mississippi at the South pass, for Port Eads is certainly not an impregnable position by any means, and what has been done before might possibly occur again, perhaps with not such excellent results, etc.

Thirdly. The powers holding the various islands in the West Indies would have a base of supplies, coaling stations, etc., equal to our own resources, besides holding in check the very gates of the gulf ports.

Fourthly. American tonnage is not at a premium just now, and the present facilities for construction will probably equal all demands made for the next decade at least. On the other hand, should the necessity arise, we have the requisite skill and experience to forward all parts of a vessel in sections and put her together at any port where it might be deemed advisable.

While holding these, and similar views of the proposed water-way, we may be excused from advocating legislation tending, in our humble opinion, to foist upon the country a white elephant that would swallow all grants and appropriations without making adequate returns, and existing to the detriment of our natural bays, rivers and harbors, many of which are sadly in need of a large and judicious expenditure in this section of the country.

We are more inclined to believe that a direct water-way to the sea-coast ought to be opened from the eastern limits of our inland seas, more especially as our business relations lie chiefly in that direction, and there is every probability of our continuing this connection indefinitely. In point of fact the road is already being paved by the recent arrival of an English steamer at Chicago, and this apparently trivial circumstance may speak volumes to those of our citizens who are interested in the advancement and supremacy of the United States mercantile marine. And it would be in order for us to notice how energetic in marine affairs our neighbors across the border are becoming, for, not contented with their magnificent new Welland canal and its large and commodious aqueducts, they are now busy to work at the Sault Ste. Marie making a connection and water-way of their own between Lake Superior and the Soo river.

"Westward the Star of Empire, etc.," and we acknowledge the truism, but the western star will not be in the zenith until the eastern limits are worked out to their full destiny, particularly in a commercial sense. Our future prosperity being thus assured, on geographical and historical grounds, we may assist in elevating the east, while our western world rises steadily in the ascendant.

THE NAVIGATOR'S CREED.

The four L's as represented by the lead, log, latitude and lookout are, or ought to be, the seamen's belief, and with careful attention to these important heads a vast amount of stranding and other accidents, involving considerable expense, might frequently be avoided. In these days when large and powerful steamers are scampering along over the whole chain of lakes every precaution known in the ordinary practice of seamanship ought to be carefully and strictly observed, for an error of judgment or a slight inattention, to what at the time might seem to be a trifling circumstance, might land a vessel unexpectedly or entail a serious delay in the prosecution of her business. We are confident that energy, skill, and circumspection are the chief attributes of our lake navigators, and these qualities are absolutely necessary for the safe carrying on of our large marine enterprises.

With the immense strides that steam is now making, extra vigilance will need to be used and the old method employed while "jamming the wind" will have to be discarded to a certain extent. It is well known that a frequent use of the lead has times out of number, saved life and property, and when we choose to consider many imminent risks, we would naturally conclude to deal with this appliance unsparingly, for if a light is not sighted at the computed time, or if the weather should be hazy or perhaps foggy, a prudent mariner would not rely too implicitly on his dead reckoning, for a bad helmsman, a deviation of the compass, a slight current, a strong beam wind, or the action of the propeller may possibly, and frequently has, taken a ship out of her proper course, thereby upsetting the calculations for the distance run, etc. The above are not all of the errors to be guarded against in thick or hazy weather, and a thorough knowledge of applying the "Rule of the road" at a moment's notice is a part of the skill to which too much attention can not be paid.

When sailing by dead reckoning in moderate and fine weather, the hand log, or patent log, ought to be regularly checked by comparing the known distance between lights or headlands, etc., as most patent logs have a percentage of either loss or gain, and the marks on the hand log are just as liable to err if not tested occasionally; hence the object in proving these useful measures correct in clear weather, to insure the watchful navigator more confidence of the ground he is over in thick weather.

Latitude is now easily determined and there are so many simple rules for working out the problem that we presume due attention is regularly paid to this important phase of the seaman's business, and we have reason to believe that the junior members of the community are more than ever interested in learning and studying this scientific branch of their profession.

In the earliest days of navigation a lookout has been considered one of the most important duties on shipboard, and the same rule and order holds good today, or almost so, for we have heard it whispered that in the good old days a negligent lookout was considered to have forfeited his life on account of his carelessness in placing the lives of others in jeopardy. However, be this as it may, we would be quite within the bounds of truth if we asserted that the keenness of a lookout afloat has saved thousands of lives and millions of money, and from the largest bottoms afloat to the smallest all recognize the efficacy and value of a good lookout, and consequently must believe in it.

AZIMUTH COMPASS.

In reply to an inquiry of a correspondent "What is an azimuth compass," we wish to state that it is any ordinary instrument fitted with light vanes for the purpose of taking the sun's bearing and is, as the name signifies, a direction or bearing compass. Any easy working and carefully constructed instrument so fitted is perfectly capable of taking bearings, and a special azimuth compass is only carried on the large foreign going vessels. The standard or pole compass is usually considered the most correct in an iron vessel as it is always placed where the least antagonism is to be found or expected and the usual way to correct errors at sea is to take the bearing of a celestial object by the azimuth or the standard compass and then calculate its correct magnetic bearing at the instant of observation. The difference, if any, between these bearings is the deviation for the point the ship's head was on at the time of taking the observation; then, if the correct magnetic bearing is to the right of the compass bearing the deviation is easterly, if to the left it is westerly. We might also add that the azimuth of an object to its true bearing, east or west, of its nearest meridian, and is always equal to that portion of the horizon which is intercepted between the vertical circle passing through the center of the object and the meridian of the place of observation.

ST. MARY'S FALLS CANAL.

The following are the statistics of the commerce of the St. Mary's Falls canal for the month of June, received by the RECORD through the courtesy of General O. M. Poe, of Detroit, which shows a very surprising increase over the corresponding month of last season. Very many reasonably expected that the completion of two railroads at that point during the winter past, and the anticipated dull season of navigation would decrease the amount of tonnage passing through. This report, however, shows that for the first time in the history of the canal the freight tonnage exceeded one million tons, and was 69,394 tons greater than in the month of June last year.

Number and class of vessels through locks: Steamboats 850, sails 358, rafts and unregistered craft 92, total 1,300. Total freight tonnage 1,023,315 tons, total registered tonnage 777,778 tons, number of passengers 4,263. Total number of passages 1,300, total number of lockages 601, total time lock was in operation 399 hours and 18 minutes.

A POSSIBLE PRESIDENT.

CHICAGO, ILL., July 9th.

To the Editor of the Marine Record.

You remember that I told you that I had a sketch of our republican candidate for president all written up and was only waiting to find out who the lucky man was, when I would insert his name and send it to you. But, after I had been officially informed by the committee that General Harrison was the fortunate gentleman, I concluded I would go and see him before I wrote his biography, because to tell the truth I had never heard of him before he was nominated.

It makes one feel strange to catch a glimpse of a great man as you must have realized whenever you have consulted your mirror. It was this thought that made me more than happy in striking my friend George Furnace for seven dollars to take me to Indianapolis, for I was determined to have a personal interview with the distinguished man, who for four years hopes to rule the destiny of this nation. I reached Indianapolis in the morning, just as yellow sunlight was gliding the domes of the city and painting in yellow beauty the stock-yards and pump shanty.

I alighted from the train, my mind busy with the darkening past and wondering how it was that some men springing from the valley of obscurity as it were, land with one leap upon the very mountain peak of eminence. Closely associating with this reflection was another serious thought, and that was, I wonder how a nomadic journalist like myself could stand some one off for a breakfast, for I had not a cent in my pocket. History tells us, that conceit will kill, and that conceit will cure, and that imagination, after all, is the motive force that shapes our ends and controls us, and so reflecting thus I sat down and wrote an essay on eating, which so far satisfied my hunger, that I got up turned around and wrote another just like it and mailed it to the county hospital to feed the sick patients on. I inquired of a passing policeman the way to General Harrisons' house, and in reponse he told me, it would do me no good to go there, for an intimate friend of the generals' had promised him the place, so I instantly made note of the fact that this man controlled one or two votes, one at least and that he intended to cast it where it would do the most good. Two hours later the same fellow was haranguing a crowd, explaining the merits of the party and goodness of General Harrison, when a bystander interrupted him by suggesting that it was a mighty poor platform that General Harrison and party had adopted.

I don't care, said the policeman, warming up to his subject if General Harrison is too poor to have a platform, or even to have a coat to his back his speeches are just first-rate, even if he dosen't make them upon a platform, but has to stand flat-footed upon the earth.

For this outburst of eloquence, in defence of his candidate, the oratorical policeman was warmly applauded, and an amatuer photographer standing near, hastily took his picture. You see, Mr. Editor the commitee had not yet reached Indianapolis up to the day of my advent in that city, hence Geneeral Harrison had not been officially notified of his nomination, but as the committee was hourly expected, or at least the chairman of the committee, every stranger that entered the city was liable to be misconstrued.

It may have been perfectly natural for the citizens to mistake me for one of the delegates, and I hope you will pardon them for taking me into a carriage and showing me the sights of town. It might have been my distinguished appearance that caused the mistake or it might have been the fact that I carry about me the air of knowledge, that is supposed ever to be associated with the news paper men, for a pedestrian spying me called a cab and took me in.

No sooner had he taken me in his carriage than I begged him to excuse me as I had not had my breakfast, a little speech that rewarded me better than any one I had ever made, for the party immediately took possession of the Bates house, and before I knew it I was the recipient of as many honors as is generally accorded a newly elected alderman. My next letter will explain to you my interview with General Harrison and my opinion of him.

THE SECOND ENGINEER.

LAKE transportation is a growing factor in the railroad situation as the cost of water transportation has been reduced faster than the cost of railroad operation. A dozen years ago the largest lake boats carried 12,000 bushels and were run at about the same expense as the present boats carrying 80,000 to 100,000 bushels.—*Boston News Bureau.*

LAKE CARRIERS' ASSOCIATION.

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

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MARINE RECORD—OFFICIAL PAPER.

LITTLE RECORDS.

The Ashland lumber shovers have formed a union.

The coal receipts at Milwaukee during the month of June amounted to 182,225, tons.

A sidewheel steamer, named the Greyhound was launched on Wednesday at Hamilton to ply between Toronto and south shore ports.

A new lighthouse has been petitioned for and will probably be built at Point au Pines, five miles out in the lake from the Sault Ste. Marie canal.

It has been decided that in future the traffic on the St. Lawrence canals and Welland Canal shall only be discontinued on Sunday between 8 a. m. and 9 p. m.

At a mercantile conference at Birmingham, England, a committee was appointed to investigate and report on the scheme for a ship canal from Liverpool to Birmingham.

Information was received that the can buoy at Starve island reef was carried away by a raft in tow of the tug Torrent. The can now lies off Carpenter's Point, Kelley's Island.

The barge Wahnapitae, which got aground in Lake George, Sault river, with her lumber cargo, comes down with a lighterage bill of $2,400 for somebody to pay. She only broke her rudder-stock.

The propeller H. J. Jewett of the Union Line, while coming in from Chicago during a fog went aground near lighthouse pier and had to be lightered off. She was released after taking off 200 tons of her load.

"I TAKE my text this morning from the nineteenth chapter of Revelations and the eleventh verse, 'and behold a white horse,'" began Rev. Mr. Bungle. His wife's hair isn't exactly vermillion but she has sued for a divorce.—Yonkers Gazette.

Superior reports that on twelve cargoes of wheat, aggregating 563,664 bushels shipped from the Great Northern elevator at that place, there has been an average shortage of but 26½ pounds per 1,000 or less than one-half bushels in about 1,600.

The water in the lakes is gradually coming up to its normal level. In the St. Clair the water is now about sixteen inches higher than when at the lowest stage, which was just before the break up in spring; but is yet about a foot below the mean level of recent seasons.

The Roumania makes out a wreck report of the collision between herself and the railway ferry, Great Western, in Detroit river. Her master reports $300 damages and that the disaster was caused by the Great Western's disregard of signals and her attempt at crossing his bows.

Fred Braasted bought the Winthrop and Mitchell iron ore mines of the Winthrop Hematite Company, The two mines are worth close in the neighborhood of $1,000,000. Two hundred men are at present employed out of 600 in the works. The product of ore this year will be fully 1,000,000 tons.

The Vermont Central has reduced the lake and rail rates via Ogdensburg to 27c for the first class, which is the lowest rate yet made The New York Central states that if they find their business slipping away they will drop the rate on their road to 30c on first class to Chicago. But rates have been cut by different roads so that they range from 35 to 27c.

The schooner Nellie Mason, while loading ore at Escanaba July 5th, sprung a bad leak. She was towed to the middle ground between Nos. 1 and 2 docks where she sank. The Escanaba Wrecking Company's large centrifugal pump was placed on board, which raised her out of the water, and keeps her free. She was towed to the coal dock where she lies awaiting an investigation from her owners.

The Chicago Tribune, of Saturday, says: "A general boycott has been placed upon the Boston Marine Insurance Company since it withdrew from the Chicago Board of Underwriters. Captain Franklin, the general agent of the company, states that board agents refused to write upon risks in which he has taken a portion at whatever rate he may offer them. The agents admit the boycott, but claim that such is the uniform policy of the board toward outside companies. Both sides in the present insurance war on grain cargoes says they are satisfied with the business they are doing.

THE officers of the Canadian marine department are engaged in inspecting the proposed improvements in the buoy and lighting service in the Detroit river between Amherstburg and Limekiln crossing near Detroit.

LAUNCH OF THE ALGONQUIN.

The new steel steamer Algonquin, owned by Thomas Marks & Co., of Port Arthur, Ont., which was built on the Clyde, near Glasgow. Scotland, cut in two sections at Montreal and brought to the marine railway at Ogdensburg June 7, was launched Friday afternoon July 6. A large number of people were present to witness the event. About fifty workmen have been employed upon and about her for a little over three weeks; thirty of these were riveters from Montreal under charge of W C. White, who also had charge of the taking asunder of the boat. The railway charge for the work performed is about $2,500 and Mr. White's charge for the work done here is about the same amount. To these sums must be added the grocery and meat bills and the plumbers accounts, etc., amounting to about two thou sand, or between six and seven thousand dollars expended at Ogdensburg. The proprietors can well afford to pay it, for their steamer, which has cost them about $125,000, it valued at $200,000. She has capacity for carrying seventy thousand bushels of wheat.

The preparations for the launch were completed about 2:45. It was necessary to draw her up upon the railway a little, in order to let the palls or catchers off before commencing to let her down the railways, and just at the same time when she was raised sufficiently to let the catchers out, the chain broke, but this mishap had been anticipated and provided for by Superintendent Wood. Two cables had been placed to hold the vessel if the chain should break. When the pall let go everything was in readiness for a quick run of the great ship into the river. Accordingly two men had been placed with uplifted axes, and when they saw that the palls were loosed and the chain had broken they cut the cables, and away went the monster steel steamer.

SUSQUEHANNA AND TIOGA.

The Union Steamboat Company's flyer Tioga, and the Anchor liner Susquehanna are racing from Chicago to Buffalo, and if the Susquehanna maintains her speed she will in all likelihood beat the Tioga four or five hours in the run to the head of Lake Erie. The Tioga left Chicago last Sunday morning with 2,700 tons of freight. She got away at 9:45 o'clock. The big Susquehanna was just finishing, and as Captain Reilly saw his fleet rival pull out into the open lake his heart jumped up into his throat. Here was the opportunity he capta in had waited for, long and patiently. The Susquehanna had made some remarkable runs, but never had the opportunity been offered her of taking the Tioga down from her high perch. Captain Byrnes knew the big Anchor Liner was almost loaded, and so he opened the Tioga's engine and sent her ahead for all there was in her. When, at 10 o'clock, the Susquehanna's lines were thrown off, the Tioga's streak of heavy, black smoke was fully twelve miles northward. The Susquehanna pulled out of the river slowly enough. Captain Reilly's glasses all the while leveled at the rapidly receding big black hull of the Tioga. Once outside the North Pier the captain leaned forward and jingled for a full head of steam and the monster wheel of the Susquehanna a moment later was kicking up a sea which almost submerged her taffrail. Forward the steel ship darted like a thing of life. The Tioga was soon beyond the range of eyes ashore, and shortly after the Anchor Line greyhound was lost to view. The race was over. It is safe to say that Byrnes and Reilley spared no pains in their endeavors to reach Buffalo first. The race up lake Michigan's stretch of 319 miles must have been a hotly contested one, for the Susquehanna had gained but 40 minutes in the race to the Straits. At Mackinaw City, on Monday afternoon, the Tioga darted by at 12:20 o'clock, the Susquehanna, carrying all the steam her boilers could generate, passing at 1 o'clock. At Port Huron Tuesday morning the Susquehanna had overcome the forty-minute lead the Tioga had at Mackinaw, and gained twenty minutes besides. They passed in the following order: Susquehanna, 7:50 o'clock; Tioga, 8:10 o'clock. Later, at Detroit the Susquehanna had increased her lead to thirty-five minutes, both vessels passing in the following order: Susquehanna, 12:15 o'clock; Tioga, 12:50.

LAKE FREIGHTS.

Coal tonnage was in active demand yesterday and the Milwaukee and Chicago rates were firm at 80 and 95c and to Lake Superior ports 70 and 75c. The demand for ore carriers was also quite active, as charters show, and shippers were inclined to anticipate any advance in rates by securing tonnage for more than single trips. Such parties had evidently made up their minds that ore rates had reached about as low a point as they would this season.

BUFFALO, N. Y., July 11.—Coal freights were quiet and steady. The demand for tonnage was only moderate, and it was found necessary to change some vessels owing to the presure at different docks. Charters: for Duluth, 75c; for Conner's point, 75c; for Gladstone, 75c; for Racine, $1; for Manitowoc, 90c; for East Saginaw, 50c; schooner B. F. Bruce was changed from Milwaukee to Duluth and will be towed by the steamer John Craig. The steamer J. C. Kershaw will load for Chicago or Milwaukee at shipper's option.

Canal freights were still nominal, but the feeling among carriers was strong for an advance. A dispatch from Assistant Superintendent Betts said the canal break near Rochester would probably be finished so water could be let in next Saturday. This would allow light draft boats to pass on Sunday and loaded ones on Monday.

CHICAGO, July 11.—Lake freights were fairly active, and rates ruled steady and unchanged on the basis of 1¾c for wheat, 1¼c for corn, and 1¼c for oats to Buffalo. Georgian Bay rates on corn are the same as to Buffalo.

DULUTH, July 11. One hundred and twelve thousand bushels was the capacity taken at 2¼c to Buffalo.

IN MEMORIAM.

At a regular meeting of M. E. B. A., No. 61, held on the evening of June 25th, the following resolutions were unanimously adopted:

WHEREAS, it has pleased Almighty God in His infinite wisdom to remove from our midst Past National President Aspinwall Fuller, it is with deep regret that we hear of his death, cut down in the flower of manhood;

THEREFORE, be it resolved, that we extend to his bereaved wife and family our sincere and heartfelt sympathy in their terrible bereavement;

And be it further resolved, that this Association pay the last sad tribute to his memory by draping our charter and altar in mourning for the period of sixty days; that the board of officers be directed to attend the funeral of our late brother, and a copy of these resolutions be sent to his family under the seal of the association. R. G. DAVIS, President.

CLAUDE DE LORAINE, Secretary.

SOME TONNAGE.

TOLEDO, O., July 10.

To the Editor of the Marine Record:

Please give net tonnage of inclosed list of vessels.

ANS.—Australasia, 1,539 tons; Iron King, 1,223 tons; Spokane, 1,465 tons; Miami, 191 tons; Tioga, 1,744 tons; Yakima, 1,653 tons; I. H. Owen, 1,498 tons; J. H. Devereux, 1,312 tons; H. Chisholm, 1,332 tons; M. B. Grover, 1,585 tons; W. Chisholm, 1,346 tons; W. H. Gratwick, 1,175 tons; S. Langell, 678 tons; S. Mather, 1,285 tons; C. J. Sheffield, 1,319 tons; C. Tower, 1,543 tons; H. J. Johnson, 1,444 tons.

Around the Lakes Continued from 1st Page.]

CHICAGO.

Special to the Marine Record.

The fine steamship Charles Stewart Parnell, Captain Patrick Griffin arrived here Saturday noon with 2,100 tons of coal from Buffalo. She was flying the Cleveland and Thurman colors presented to her by ex-harbor master Jack McCarty when she was in this port seven days and thirteen hours prior to her present arrival. She having taken along 78,000 bushels of corn to Buffalo and loaded 2,100 tons of coal there and brought it here in that short time. Which proves her to be one of the fastest wooden steamship afloat on our lakes.

Captain Joe Wilson, who formerly solicited for Ford's meat market and provision store, has gone into partnership with D. C. Dagan, in the same business. Both of them ran so well in single harness, that in double harness they ought to make splendid time and double up on business, and we wish them every success, as they well deserve it.

The fine tug C. Williams, in command of Captain C. Gnewuch, her owner, arrived S inday night from Manistee with his scow laden with 375 cords of bark consigned to Thorp, Clark & Co's. tannery. Captain Gnewuch's fine wrecking tug and outfit will be always ready to do wrecking work when required and the captain intends to add one of the best centrifugal pumps to be obtained to his already almost complete wrecking outfit.

The North Western railroad bridge, just above Kinzie street bridge, in the north branch, has been put under control of the telephone system and the vessel dispatcher will henceforth be able to keep it under control.

Edward E. Skeele, as administrator of the Skeele, estate has transferred to Mrs. Clara Skeele, the schooners Bay State at $2,500, Mediator at $3,200, Charles Luling at $3 000.

The steambarge Neff had the top of her pilot house carried away by collision with the schoonor Homer at Rush street bridge Monday evening.

Captain LaSalle, formerly of the steamships Tacoma, Wiley M. Egan and R. P. Fitzgerald, has gone into the vessel agency business at Duluth. We wish him great success.

The steamer Saginaw Valley, recently lengthened and rebuilt at Buffalo, arrived here with coal from that port last Friday. Her lengthening and rebuilding has added greatly to her appearance.

J. S. Dunham has purchased the tug Chicago from J. Leon Byron for $7,000.

In but a single branch of lake freights is there a redeeming trait in the general dullness of the present marine season. While grain freights are down and going lower, lumber carriers hunting for loads at starvation prices, and the ore boats doing much for small pay, the package freight of the propeller lines is larger than in any previous season. This traffic has increased steadily since navigation opened, and has fully kept pace with the additions to the lines' fleet. In the last four weeks but one boat of the Erie railway line (Union) has been loaded with coal, and the same is practically true of the others. The east bound package freight has not been so large as the west bound, but the former is much larger in volume than last year.

At Miller Brother's Shipyard, the tugs J. V. Taylor, W. H. Wolf, and Calumet, were in drydock for repairs, the tug Alpha for repairs to wheel, the scow Rockway for some new plank on her bottom and calking, the schooners Coral and Chas. E. Wyman for bottom calking, the steambarge A. B. Taylor for repairs, the tug Tom Brown received new tow posts.

The new steambarge C. Hebard, arrived here Tuesday morning, from Pequaming, with 700,000 lumber. She made excellent time on her last trip from this port to Pequaming, making the distance in 17½ hours, averaging nearly 12 miles per hour.

Captain J. M. McGregor, is in comm and of the steamer Saginaw Valley, John Clossey is first mate, William Harley, first engineer, G. W. Addis second engineer.

The first step in extending the bridge telephone system will be to place a lookout at the lighthouse to report to the vessel dispatcher the number of boats to go up the river. The request to that end was made some time ago to the lighthouse board at Washington and Tuesday the required permission was granted. It is next desired to place telephones at Halstead street bridge and at some convenient point on the north branch from which reliable reports of ves sels coming down the river can also be received by the vessel dispatcher. With these reports vessels can be much better bunched through the main bridges than is at present possible, and single boats will not be kept waiting an unreasonable time for other craft when none are on the way. WILLIAMS.

The steambarge Tuttle was pulled off the bank in the port draw of the Twenty-second street bridge at 3 o'clock Tuesday afternoon, after an enforced sojourn in the mud fifteen hours. She came in drawing 15½ feet under a cargo of coal and some bright tug men endeavored to pull the steamer through the draw, which only had eleven feet of water, and then she struck. It required the united efforts of the steamship John F. Eddy and three tugs to disloge the Tuttle from her berth.

The experiment of the big ocean steamships Owego and Chemung in their adaptability for the great lakes has been fairly tried with package freight, and they are by no means the failures they were predicted to be. The Owego has proved a great boat for the lighter grades of freight. Her immense hold and deck room can accommodate the contents of a medium sized warehouse. As cargoes of westbound package freight average only about 1,200 tons, all that can be loaded on can be carried. It is in this respect that the big craft have the advantage, and to it they owe their success.

It appears that Chicago is not likely to be overstocked with hard coal yet awhile, in spite of the heavy shipments. Though the receipts are 60,000 tons above last year at this time, the spring stocks this year were 50,000 tons less than last year, and railroad receipts are twenty-five per cent below last year.

Captain W. M. Egan of Chicago has returned from an extended trip to Lake Superior points. Speaking of the prospects of the towns he visited he says that Superior, Washburn and Gladstone are cutting into the grain trade of Duluth. Washburn is practically well situated, having fine harbor facilities, and the railroads were acting fairly by the town. Nothing is doing at any of the Lake Superior ports toward increasing their elevator or dock facilities over last season. At Gladstone the Lehigh coal and iron company had just built a dock 500 feet long for handling coal, and the company will supply from that point its St. Paul and Minneapolis trade.

The unclaimed and unrecognized remains of the man whose body was found in the lake Sunday afternoon by Captain John Nolan, are still stretched on a slab at the morgue. Persistent effort on the part of Inspector Bonfield and his men has failed to identify the dead man or account satisfac torily for his death. Captain St. Peter, the keeper of the life saving station, adheres to the belief that the man ended his own life. Nothing could be easier than adjusting the weight to the body in the manner described. Captain Nolan, of the tug Prindiville, who first sighted the corpse, believes that it is a case of suicide.

Beckwith & Fleming closed a rather singular charter. The firm engaged to carry pig iron from Chicago to London. This is like carrying coals to Newcastle.

There is an active demand for lumber-carrying tonnage at present, so active that the supply is only half sufficient to meet inquiries. The cedar-carrying trade is particularly brisk, and many vessels that were transporting lumber last season are at present tied up in the cedar trade. Prices are firm as follows from the ports named to Chicago: Menomonee, $1.36½@$1.50; Manistique, $1 50@$1.62½; Cheboygan, $1.50 @$1.62½; Detour, $1.62½@$1.72; Alpena, $1.75; Grand Traverse, $1.62½@$1.75; Manistee, $1.50@$1.62½; Ludington, $1.36½ @$1.50; Muskegon, $1.12½@$1.25.

BUFFALO.

The propeller Oregon and schooner B. F. Bruce are coming here to go into drydock. Now that the Cumberland is disabled it is probable that the Oregon will tow both the Alverson and the Bruce.

The burned Cumberland will be repaired at Cleveland. It was expected that she would come here, but her owner decides it not to be safe to bring her here. No one has as yet been appointed to survey her.

Captain John C. Pringle is building a new steamer for the lumber trade. She will carry 900,000 feet and will be out next spring.

The big barge Wahnapitae is pretty heavy on spelling, but when it comes to draft she is very light. She left Monday in tow of the tug Champion with 1,200 tons of coal, drawing only six feet eight forward and seven feet ten aft. After returning with one load of lumber she will carry two loads of telegraph poles from Georgian Bay to Monroe, Mich.

The lighthouse steamer Haze came out of drydock Monday after her annual bout of bottom scraping and calking.

The propeller D. Leuty, bound down with lumber, sends only the barge Montgomery here and goes to Ogdensburg with the others.

The Empire tow passed down to Tonawanda Monday p. m.

There is a divison of advices in regard to the time it will take to repair the big canal break at Adams basin. Some claim that boats will be able to pass by on Thursday night, but others say it will be a week. The break is 60 feet long and about twelve feet deep. There is reported to be plenty of help of all kinds on the spot and lumber was beginning to arrive on Sunday for the work. So far only one boat is reported to have been caught by the break. The Mary E. Byrnes, loaded with corn here by J. E. Hadcock settled down on the old aqueduct at Rochester and is badly bent, though not broken. The water went down to one foot and it is thought that she has none in her cargo.

For the first week since the opening of the canals this year the canal traffic is this week in excess of the corresponding year. Each week of canal navigation this year has show great losses in canal shipments when compared with the same time last year. Up to July 1st this aggregate loss was 290,405 tons less than up to July 14, 1887. This loss has been almost entirely accounted for by the decreased shipments in wheat and lumber, principally the former. The total tonnage of the canals up to July 2, 1887 was 1,459,982 tons, and up to July 1, 1888 it was 1,169,577 tons. For the first week of July, however, the shipments this year have increased largely over the corresponding period last year. For the first week in July this year there has been transported upon the canals 182,333 tons, as compared with 162,128 tons last year, and for the first time during the season the shipments of wheat and lumber last week exceeded the corresponding week of last year. Never before has property been carried upon the canal as low as during the present season, the average price for carrying wheat from Buffalo to New York last week was 2¼ cents per bushel.

The schooner Scotia will go into drydock for a mainmast before taking a cargo of coal.

Negotations for the sale of the barge Breeden to Algonac parties, which have been pending some days, fell through yesterday.

A despatch from Rochester says that 40 teamsters and 150 laborers refused to go to work this morning at the canal break at Adams Basin unless they got 50 cents an hour. This was refused by Superintendent Gousaul, under whose supervision they were working. The men had been receiving 20 cents an hour and were paid off this morning. A later despatch says most of the strikers went to work this afternoon at the old rate of 20 cents an hour.

MARINE CITY.

Jacob Diem has been home for a few days past, having given up his position as second engineer of the J. C. Gault. He will leave on Thursday to accept a similar position on the steambarge S. C. Clark.

The new steamer building at the T. & S. T. yard is now ceiled up nearly to her deck, and planking will commence next week. It is probable that she will be completed so as to launch about September first.

The new steamer building at Captain W. B. Morley,s yard is fast nearing completion. Her decks are nearly all laid, and work is being crowded rapidly. She will probably be launched about July 20.

Tuesday morning the Specular passed up, and the captain has a habit of running very close to the docks when passing this city. On this trip he ran within probably 50 or 60 feet, and when just about Holland's mill the Specular took a sheer and before she could be stopped struck the steamer David W. Rust, which was coaling at Blood & Hart's, a glancing blow on her after starboard quarter, breaking in a part of her bulwarks and springing her quite badly. The Rust proceeded on her trip down, although she was reported to be leaking quite considerably.

At 2 o'clock Wednesday afternoon the propeller Cuba, grain laden, which had come in, ran stern on into the starboard side of the propeller Oceanica, unloading at the Sturgis elevator. The latter received a second glancing blow. She must be pretty badly damaged, but the full extent of her injuries cannot be known till she is unloaded. Captain Young, claims that his engineer did not obey signals.

The schooner Scotia will get a new main mast ere leaving.

The schooner B. F. Bruce went into drydock.

While grain freights are down and going lower, lumber carriers hunting for loads at starvation prices and the ore boats doing much for small pay, the package freight of the propeller lines is larger than in any previous season. This traffic has increased since navigation opened and has fully kept pace with the additions to the lines' fleets. In the last four weeks but one boat of the Erie railway line (Union) has been loaded with coal and the same is practically true of the others. The eastbound package freight has not been so large as the westbound, but the former is much larger in volume than last year.

SAUGATUCK.

Special to the Marine Record.

The steambarge Kalamazoo was launched at Martel's shipyard, Saugatuck, Mich., on 4th of July. Her dimensions are as follows: Keel, 125 feet; beam, 24 feet; depth of hold, 9 feet 10 inches. She will be propelled by an 18 by 20 engine from the work of Henry Bloeker & Co., Grand Haven, and her boiler will be built by Johnson Bro. Ferrysburg. The Kalamazoo presents a handsome appearance in the water. She is built after the model of the barge Saugatuck except that she is larger by the addition of six frames amidship. She will carry about 175,000 feet lumber and will be engaged in the fruit and lumber trade out of Saugatuck. Her owners are John Wies, D. Cummings, J. B. Martel, Griffin and Henry, all of Saugatuck, Michigan, and they have got as nice a barge as ever was launched on the Kalamazoo.

Captain Martel commenced building this fine steambarge April 28th and by his indefatigable efforts succeeded in getting her ready for launching in less than ten weeks.

WILLIAMS.

MANITOWOC.

A new steambarge, Fanny Hart, built for Hart Brothers, of Green Bay, is completed. Her route will be between Chicago and Manistique. She cost $32,000 and will carry freight and passengers. The builders were H. B. and G. B. Burger.

Fanny Hart is the name of the steambarge which has just been completed at Burger's ship yard. She is owned by Hart Bros., of Green Bay, and will cost about $32,000. She will run betweeu Chicrgo and Manistique. Her engine will be a 22 by 26 high pressnre, and her dimensions are: Keel 140 feet 4 inches; beam, 29 feet 4 inches; depth, 10 feet 6 inches; 155 feet over all.

TOLEDO.

The big steambarge Calumet went aground n the river while winding around Saturday afternoon. The John C. Gault, after breaking a couple of lines, got her off.

The steam barge A. L. Hopkins is in with 1,000 tons of coal. The Gault came in with a large load of merchantdise.

The steam barge George Spencer is in light, after coal.

More dry lumber is being received at this port this year than any year in the history of lake navigation.

The steam barge Rube Richards and consorts May Richards and E. C. Hutchinson arrived after coal.

MARQUETTE.

A short time ago J. H. Gillett, of Marquette Mich., purchased from the underwriters the Canadian schooner Richard Morwood, which ran ashore on Grand Island last fall and was abandoned as a total loss. With the assistance of John Dodd, the submarine diver, who patched up the breaks in the vessel's hull, he has succeeded in pumping her out and pulling her off the beach, and she now lies in shoal water in Marquette harbor. The Morwood's bottom is badly damaged and eight bales of oakum besides several blankets, etc., were used in stuffing up holes. Mr. Gillett will repair her for the lumber and stone trade.

LUDINGTON.

Special to the Marine Record.

The consolidated ferry company, having other business to attend to out of the city, will sell out to great advantage their steam ferry boats, Maud, Lilly and Favorite, which are doing an excellent paying business. For particulars see our advertising columns.

WILLIAMS.

STURGEON BAY.

A wrecking expedition recently sent from Sturgeon Bay to the schooner F. D. Baker on Spider Island Reef decided to postpone operations for a short time in order to procure additional assistance in working the steam pump

U. S. ENGINEER OFFICE,
CLEVELAND, O., June 26, 1888.

NOTICE is hereby given to owners and all other parties concerned in any manner with the schooner "Joy," or her cargo, now sunk in and obstructing the channel at entrance to Ashtabula Harbor, Ohio, that they must remove said schooner and cargo from the channel; and that if the same is not removed within a reasonable time it is the purpose of the Honorable the Secretary of War to treat said wreck as abandoned and derelict, and cause it to be removed in the manner prescribed by Section 4 of the Act of Congress approved June 14, 1880.

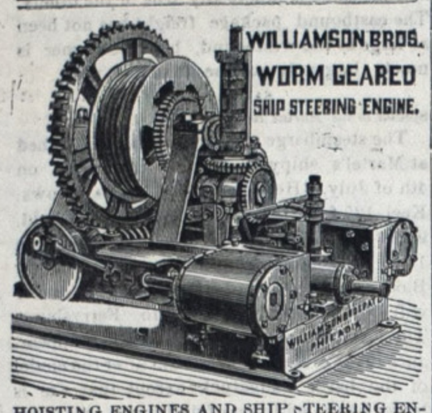
L. COOPER OVERMAN,
Major of Engineers.

TWO FERRY STEAMBOATS

Operated on one of the most paying lines on Lake Michigan, will be sold for $2,900 cash. No opposition, dock privileges and franchise secured; boats in good order, one new in 1887, the other rebuilt in 1888. We mean strictly business and to the right party will give a big bargain. Reason for selling: Owners engaged in other business out of the city which demands personal attention. Write for particulars at once to THE CONSOLIDATED FERRY CO.
Ludington, Mich.

Vessel Owners! The Cheapest Bedding Supplies!

Are furnished as, *Comfortables, Blankets Table linens, Towels,* etc., as well as *Sheets, Pillow-cases,* are *sewed to order,* at shortest notice, for 20 per cent less than big extensive establishments are accustomed to charge. Owing to the extreme small expenses of the Boston Dry Goods Store of Kohn & Co., 213 Detroit st., second door from corner Pearl it is *them only* who save 20 per cent unnecessary taxes. Give a trial order to KOHN & CO., 213 Detroit st., second door from corner of Pearl, Cleveland O.



HOISTING ENGINES AND SHIP STEERING ENgines; with either Frictional, Spur or Worm Gear of various patterns to suit all purposes.

LAWRENCE, OSTROM & CO.'S

Famous "Belle of Bourbon"

IS DEATH TO
MALARIA; CHILLS AND FEVER,
TYPHOID FEVER. INDIGESTION
DYSPEPSIA, SURGICAL FEVER.
BLOOD POISONING, CONSUMPTION
SLEEPLESSNESS OR INSOMNIA
AND NON-ASSIMILATION OF FOOD.
TEN YEARS OLD.

ABSOLUTELY PURE. NO FUSIL OIL. THE GREAT APPETISER.

IN PRODUCING OUR "BELLE OF BOURBON" WE USE ONLY THE FLINTY OR HOMINY PART OF THE GRAIN THUS FREEING IT OF FUSEL OIL BEFORE IT IS DISTILLED
Lawrence, Ostrom & Co. Louisville, Ky.

For Sale by JOHN SCHLITZ, 120 Superior
THOMAS CHARLTON, 129 Superior st
Cleveland, O., and Druggists. Wine Merchants & Grocers Everywhere.
LAWRENCE, OSTROM & CO. Louisville, Ky

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STEAMBOAT & ENGINEERS' SUPPLIES
Copper, Brass and Sheet Iron Manufactory.

IRON PIPE AND FITTINGS.

Agent for Davidson's Steam Pumps, Amazon Boiler Compound, and Orme Patent Safety and Relief Valve.

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Buffalo, N. Y.

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(FORMERLY THE STANDISH HOUSE.)
Capt. H. L. Brown & Son, Prop's
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Nails, Ship and Railroad Spikes
STEEL BOILER AND SHIP PLATES, ANGLES, BEAMS, CHANNEL AND T IRON.
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We also Represent in this Market the Following Well-known Manufacturers:

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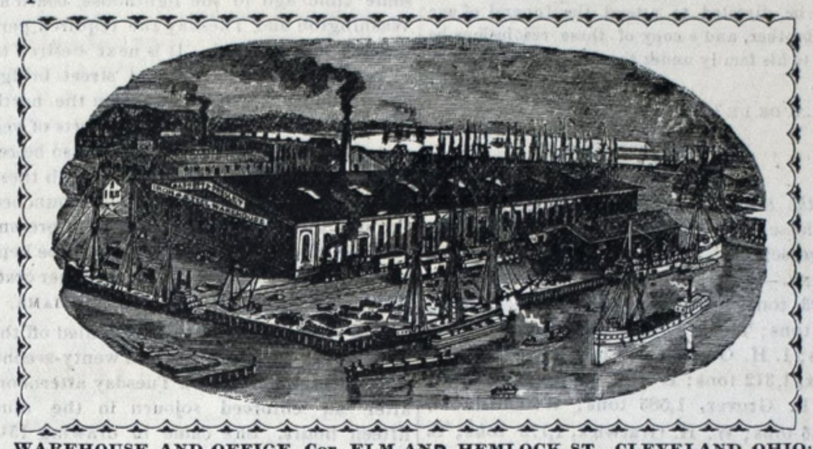
Spaulding Iron Co. STEEL NAILS.



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Andrews Bros. & Co., BAR IRON.
Reading Iron Works., BOILER TUBES.
Central Iron Works BOILER PLATES.
George W. Johnson, TANK AND SHEET IRON.
Falls Rivet Co., TANK AND COOPER RIVETS.
Lindsay & McCutcheon, HOOP AND BAND IRON.

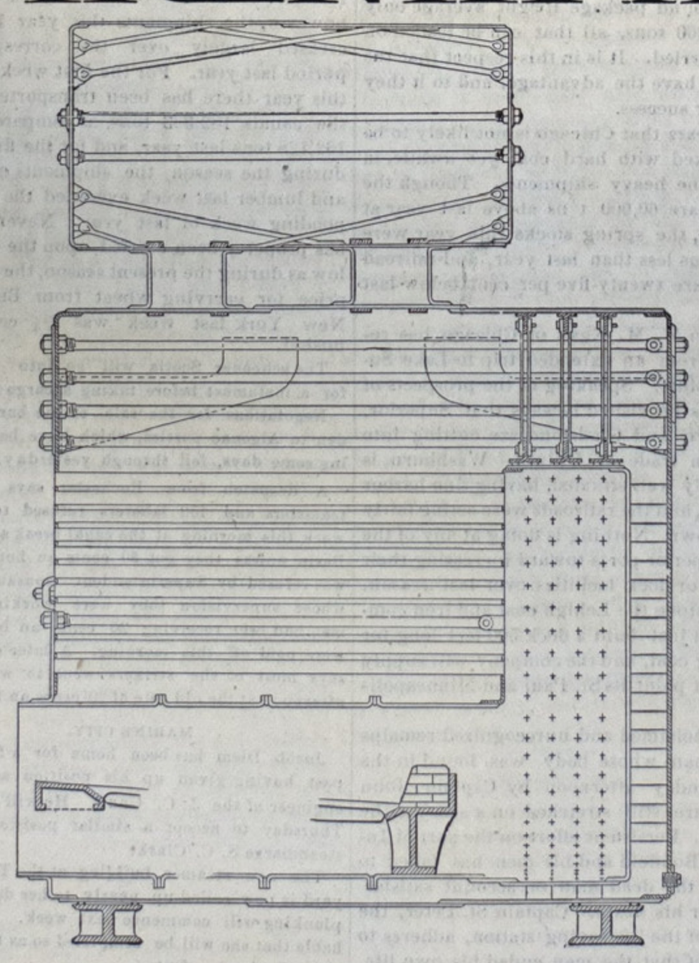
BURDEN IRON COMP'Y BOILER RIVETS.

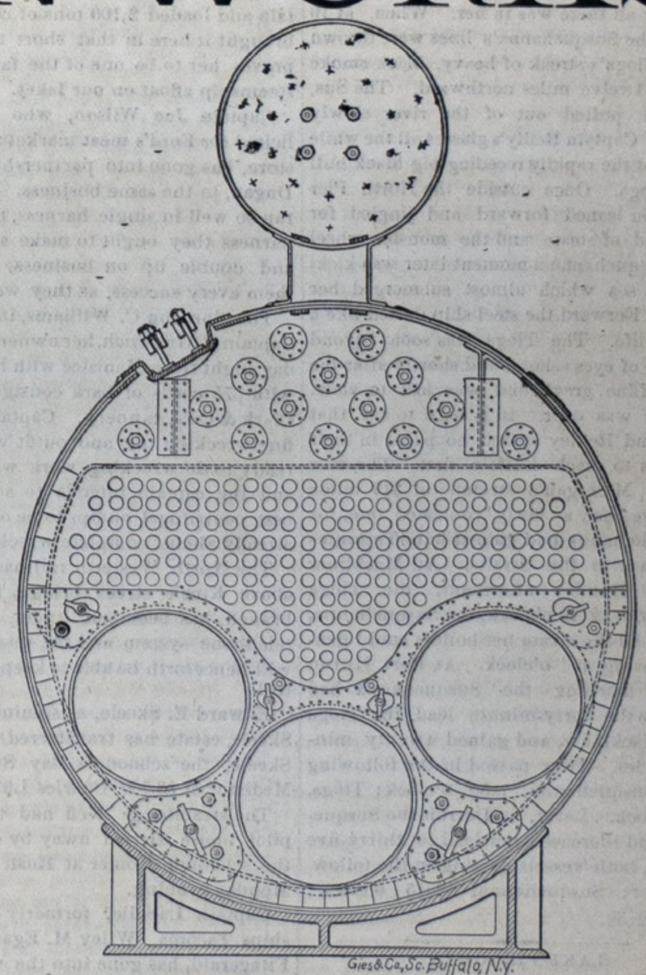
We Always Carry a Full Stock of Goods in Our Line.
All Correspondence and Telegrams Answered Promptly.

Our Correspondents will please note that the Western Union Telegraph Co.'s Wires are connected with our office, and much time will be saved in the transmissio and delivery of messages to us if sent via that Company.

WE SOLICIT YOUR TRADE.

PHŒNIX IRON WORKS.





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SEVENTEEN YEARS EXPERIENCE.
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Wrought Iron Pipe & Fittings
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The Only Shirt Factory in the City

Where all kinds of *Flannel Shirts*, Navy-blue, double and single-breasted *Sailor Shirts*, *Waterproof Shirts*, *Cheviot Shirts*, made in a *regular home made style*, even a shirt 54 in. wide, 40 in. long, wide sleeves, extra well sewed, can be found at the Boston Dry Goods Store, 213 Detroit street, second door from corner Pearl street. Also *Our own home-made Jean Pants, Overalls, Jumpers*, etc., and all of above will be made *to order*, if the customer desires it, for the same price as sold ready-made.

Don't forget to call on KOHN & CO., 21 Detroit St., near corner Pearl, Cleveland O.

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Special Attention Given to Vessel Supplies.

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Copper-smithing of all Kinds.

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[Successor to G. R. GALE,]

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Commencing Sunday May 13, 1888. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No. 6 N. Y. & Boston Ex	*1 35 A M	*1 40 A M
No 8, N. Y. B & A Express	*8 25 A M	*8 30 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwark	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"	.....	*11 50 A M
No 12, N Y & B Fast Express	*2 35 P M	3* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive,	Depart,
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via " "	‡5 30 A M	5 45 A M
No 25, Mich Accom Norwalk	.....	†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 9:20 a. m. and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 50 A M.; arrive Grand Central depot, New York, 7.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

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MINING MACHINERY AND

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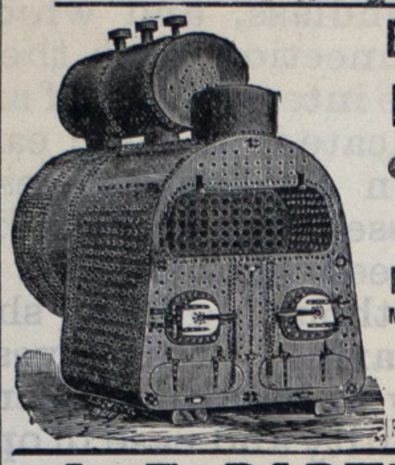
Riverside Iron Works, 314 to 326 Atwater Street,

DETROIT, MICH.



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Marine, Stationary, Portable, Locomotive and Upright Boilers; also, Salt Pans, Smoke Pipes and Heavy and Light Plate Iron Work of all Descriptions.

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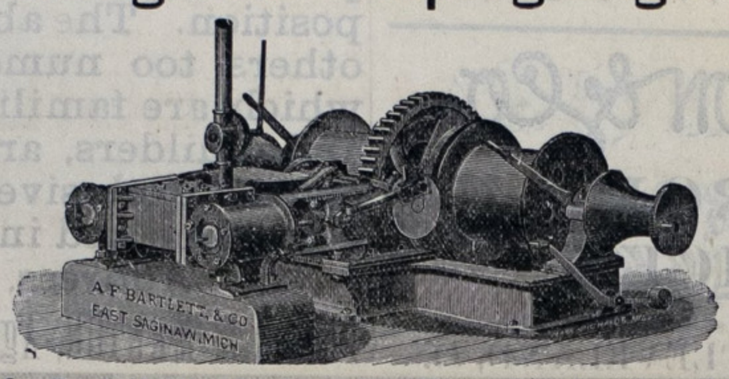

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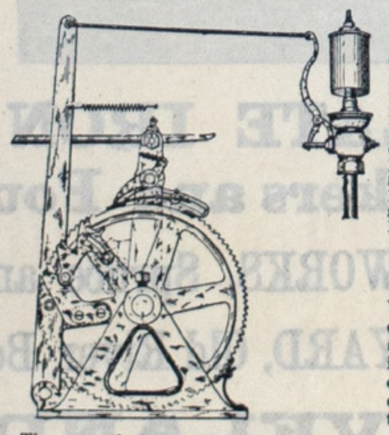

Chase Fog Whistle Machine.

This machine has been placed on the following steamboats during the past year: SPOKANE, WALLULA, KASOTA, CHARLEMAGNE TOWER, JR, YAKIMA, MISSOULA, SITKA, FAYETTE BROWN, R. J. HACKETT, FOREST CITY, SPARTA, HAVANA, VIENNA, OSCAR TOWNSEND, CITY OF CLEVELAND, HENRY CHISHOLM, SUPERIOR, E. B. HALE, M. B. GROVER, J. S FAY, R. P. HANNEY, SMITH MOORE, CHARLES J SHEFFIELD, IRA H. OWEN, CAMBRIA, CORSICA, J. H. OUTHWAITE, SAMUEL MATHER, R. R. RHODES, COLUMBIA, AURORA, OHIO, WM. EDWARDS, S. E. SHELDON, AUSTRALASIA, RALEIGH, BULGARIA, ROUMANIA, J. F. EDDY, HIAWATHA, THOS. ADAMS, A. P. WRIGHT, GLADSTONE, E. P. WILBUR, SOO CITY, E. M. PECK, ROBERT L. FREYER AND NORTHERN LIGHT,

To the President and Board of Supervising Inspectors of Steam Vessels:

Your committee to which was referred the 'Chase Fog Whistle Machine" beg leave to report: "That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and would recommend it or similar device to owners of steam vessels as an additional safeguard to navigation.

H. S. LUBBOCK,
GEO. H. STARBUCK, } Committee.
W. D. ROBINSON,

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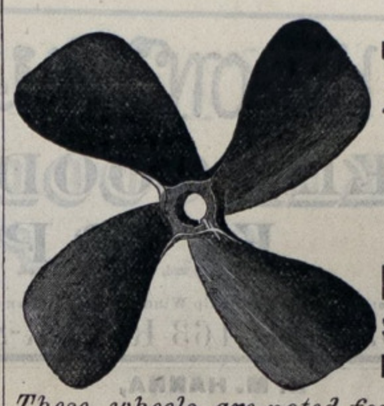

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This Improved Shaking Grate Especially Adapted to Burning Slack.

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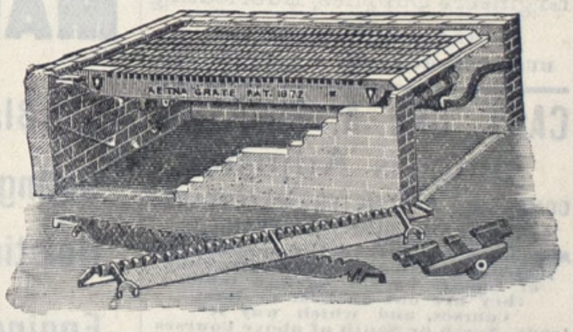
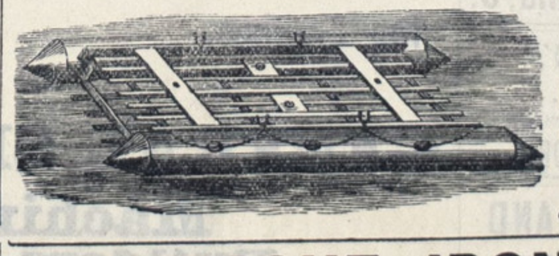
Office and Foundry, corner of Elm and Spruce-sts., CLEVELAND, O.





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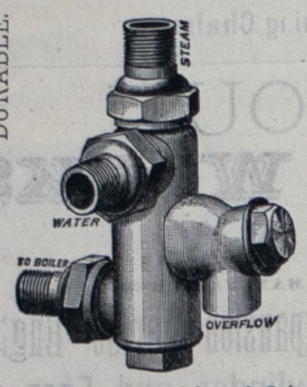

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A Written Guarantee with each Injector.

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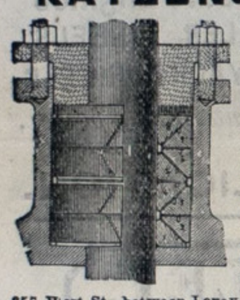

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FOR PISTON RODS, VALVE STEMS, Etc.

Adopted and in use by the principal Iron Works and Steamship Companies within the last eight years in this and Foreign countries. Also flexible tubular metallic packing for slip-joints on steam pipes and for hydraulic pressure. For full particulars and references address

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Machinists, Shipsmiths & Steamfitters;

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COMPASSES, BAROMETERS, PATENT LOGS AND MARINE GLASSES REPAIRED,

Schooners can have their Compasses Adjusted for Local Attraction at the time of repairs by stating how much they are out on East or West Courses, and which way it leads, North or South of above Courses

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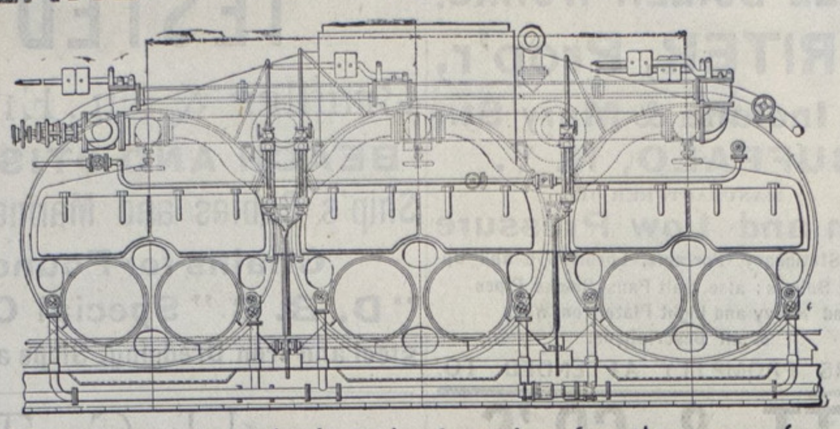

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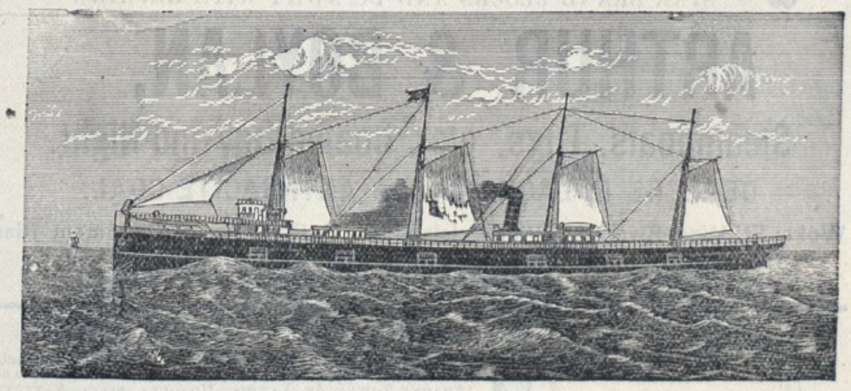

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